

Official and Classified ADVERTISEMENTS

Continued from page 15

FOR SALE

SMALL MESH NETTING

Small mesh netting for sale. Suitable for all types of fishing. Contact: TRINITY SANDS NETS LIMITED.

TRINITY SANDS NETS LIMITED
Moss Mill, Joubert Street,
York. Telephone: 21109

FOR SALE: All shell fish, wet and cured fish, boiled or live crabs, etc. Contact: TRINITY SANDS NETS LIMITED.

FOR SALE: 24in. x 24in. right-handed propeller, good condition, £80 or nearest offer. Telephone: Bladon 813645.

NEW type nets for sale (1) hoop net, starting at £14. Telephone: Bladon 813645.

GRASCOM radar £450. Elec. display no reasonable offer refused. Telephone: Wadleybridge 2942.

POT and line haulers for outboard motor. 2 x 15. Lonsley, Settle, Yorks. (01753) 084. Telephone: 07292 406.

ONE Borg Warner valve drive 2.1 gearbox. Telephone: Milford-on-Sea 3094.

INSHORE MARINE PRODUCTS

Offer a comprehensive range of quality inshore fishing gear. Send for free catalogue to:—

9 Brookdale, New Longton
Preston, PB4 4XL
Telephone: (0772) 815964.

BOAT BUILDERS

24ft. Saltram GRP to WFA specification under construction for customer. Enquiries and inspection invited. Conventional wooden craft also built. Adam Boat Builders, telephone: Looe 2081.

ELTON BOATBUILDING CO.
CLYDE BOAT BUILDERS
14h. to 30ft. built on oak.
Hull only or any stage completion.
GRP hulls fitted out.
Canterbury, Kent. Tel. 0857 30177

SERVICES

EAST COAST DIVERS ST. Andrews, Telephone: 3729 — for all under water work.

DELIVERIES

EYLES MARINE SERVICE for deliveries of all vessels up to 500 tons. Telephone 0248 58 455.

FOR HIRE

4-20 man lifeboats. DTI Boat Hire. Lifford, Co. Down. Tel. 0286 60606.

ENGINES WANTED

WANTED GARDNER/KELVIN & ALL BRITISH MAKES OF MARINE DIESEL ENGINES

Required with or without stern gear.

Interested in offers of all other makes and types. Top cash prices paid. Immediate collection and payment.

R. E. Tram & Co. Ltd.
Bawtry Road, Fillingley,
Near Doncaster, Yorkshire
Tel: Doncaster 770203
Telex: 847239

WANTED Gardner, Kelvin, other engines, marine or land. Immediate cash payments. Tel. 54 High Street, Frimley, tel. 2280.

WANTED Gardner engine, LW, 1.5 all models, surplus spares and gearboxes for cash. G. H. Howard, Brillings Lane, Chalfont St. Peter, Bucks. Telephone: 02407 2554.

WANTED marine engines, particularly Lister and Pater 10-40hp, air or water cooled, cash paid, we collect. Severn City Boats, Blackpool Wharf, Worcester, telephone: 0565 4141/01046 7548.

WE are interested in purchasing for engine and associated marine engines, especially Kelvin, Gardner, etc. Also propellers and stern gear. John S. Allen & Son Ltd. Groverton House, 18-20 Highways, London W1W 9JH. Tel. 01-494 4141/01046 7548.

WANTED one Gardner 6LX 110hp C with 2.1 or 3.1 reduction gear, shaft, prop, and stern tube. Also and prices to LHD Ltd. 5 Alexandra Buildings, Lerrwick.

BUSINESS OPPORTUNITIES

OYSTER farming partnerships (2) working available now, well stocked and equipped, capital required £3,000 to £4,000. Box No. 296.

FOR SALE half share in steel built 50ft. inshore trawler, built 1974. Working or sleeping partner. For further information and details apply Fraser and Paterson, Accountants, 9 Mitchell Street, Leven, Fife, telephone: 26566.

FINANCE

PART share required finance only in modern sea vessels crew skippers to remain all replies treated in strict confidence. Box No. 303.

ENGINES FOR SALE

VIKING MARINE INTERNATIONAL

are now offering 23-220 horse power
GUARANTEED MARINE DIESEL UNITS
FORD - BMC - CUMMINS

HIGH-QUALITY MARINISATION PARTS ALSO AVAILABLE

For fast, courteous, service contact:
V.M.I. Plain Road, Folkestone, Kent
Telephone: 57127 - Telex: 955281

GARDNER, Ford, BMC and other marine engines, over 50 units new, rebuilt, secondhand in stock. For price list, Helwetter Engineering, Drayton Mill, Nr Abington, Oxon, Stevenage 517.

KELVIN 1600hp engine and gearboxes completely rebuilt, shaft and propeller if required. Enquiries telephone: Grimsby 65156.

Marinisation kits comprising manifold, heat exchanger, pump, new hydraulic gearboxes, housing and accessories for BMC 1.5 to 2.5 and 3.5 to 4.5. BMC 2.5 to 4.5. BMC 3.5 to 4.5. BMC 4.5 to 5.5. BMC 5.5 to 6.5. BMC 6.5 to 7.5. BMC 7.5 to 8.5. BMC 8.5 to 9.5. BMC 9.5 to 10.5. BMC 10.5 to 11.5. BMC 11.5 to 12.5. BMC 12.5 to 13.5. BMC 13.5 to 14.5. BMC 14.5 to 15.5. BMC 15.5 to 16.5. BMC 16.5 to 17.5. BMC 17.5 to 18.5. BMC 18.5 to 19.5. BMC 19.5 to 20.5. BMC 20.5 to 21.5. BMC 21.5 to 22.5. BMC 22.5 to 23.5. BMC 23.5 to 24.5. BMC 24.5 to 25.5. BMC 25.5 to 26.5. BMC 26.5 to 27.5. BMC 27.5 to 28.5. BMC 28.5 to 29.5. BMC 29.5 to 30.5. BMC 30.5 to 31.5. BMC 31.5 to 32.5. BMC 32.5 to 33.5. BMC 33.5 to 34.5. BMC 34.5 to 35.5. BMC 35.5 to 36.5. BMC 36.5 to 37.5. BMC 37.5 to 38.5. BMC 38.5 to 39.5. BMC 39.5 to 40.5. BMC 40.5 to 41.5. BMC 41.5 to 42.5. BMC 42.5 to 43.5. BMC 43.5 to 44.5. BMC 44.5 to 45.5. BMC 45.5 to 46.5. BMC 46.5 to 47.5. BMC 47.5 to 48.5. BMC 48.5 to 49.5. BMC 49.5 to 50.5. 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Sandeel men ask to fish inside the limit

SHETLAND Fishermen's Association is to back island sandeel fishermen who claim they must be allowed to fish inside the three-mile limit to make a living.

The association is to write to the Department of Agriculture and Fisheries for Scotland asking for law changes giving concessions to the Shetland fleet.

In the letter it is pointed out that the sandeel fishery has made a major contribution to the financial health of the Shetland fleet. Without it, many boats would not have been able to continue fishing during the recent lean times in the industry.

The association is also saying that it knows of no scientific reason why these stocks should not be exploited. It is asking for a meeting with department officials to discuss details of any possible relaxation of the present regulations.

Old-timer lands £64,854 port best

YET ANOTHER grossing record tumbled at Grimsby this week, BUT'S Ross Ramillies, the oldest distant water trawler fishing from Grimsby, set a massive tally of £64,854 on Tuesday.

The 26-year-old vessel, back from a 21-day trip to Iceland's North Cape under Skipper Eddie St. Pierre, turned out 2,807 kits in-

cluding 2,662 kits of codstuffs. She also bagged a new daily average earnings record for Grimsby of £3,088 per day.

It was Skipper St. Pierre's first trip since his old command, the steamer Northern Eagle, was wrecked in February. Prematurely retired, BUT coaxed him into doing a relief trip with Ross Ramillies because of a shortage of top island skippers due to holidays.

He is not, however, plen-

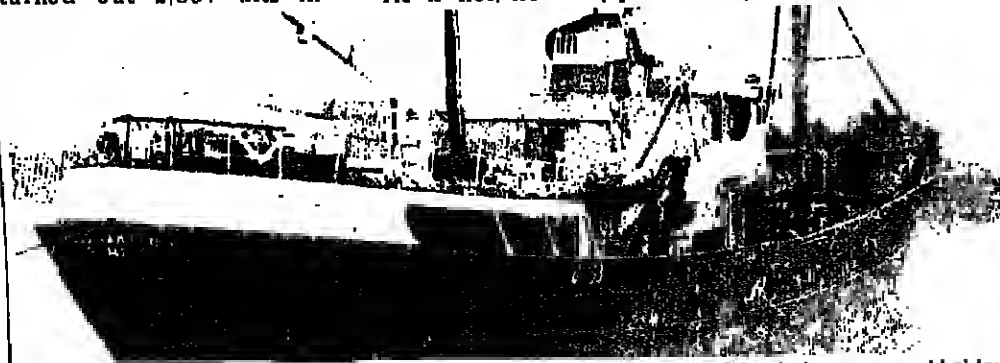
ning a comeback, despite regaining the record he held back in 1980.

The fair tale trip was another milestone in the remarkable career of Ross Ramillies, the trawler which seems to improve with age.

Built as the steamer Andantes by Cochran & Sons in 1950, she has been extensively modernised and, at one time in the 1960s, was the side freezer motor trawler Ross Fighter.

The previous record was held by Boston Group's Boston Comanche (presently laid up) with £60,584 from 2,752 kits made in January 1974.

The new record could be short lived, as BUT's Ross Revenge was due at Grimsby yesterday (shortly after Fishing News went to press). As she has a big catch aboard, the record may already have changed hands!



Ross Ramillies — 26-years-old and Grimsby's port record holder.

HERRING: bans 'on'

BOTH THE Isle of Man and North Yorkshire coast herring bans will be enforced this year. Orders prohibiting fishing were laid before Parliament late last week.

As last year, UK and Isle of Man vessels must not fish herring in the North Irish Sea, around the Isle of Man, except under licences granted by the Fisheries Department.

This is to ensure the 12,000-ton catch limit agreed with the industry is adhered to and stocks are safeguarded.

In addition, during the period October 4 to November 30, inclusive, all fishing for herring is prohibited within UK fishery limits around the Isle of Man outside territorial waters.

Licensing has been extended this year to cover all waters of the North Irish Sea between latitudes 53° and 55° North, outside the fishery limits of Northern Ireland and the Republic of Ireland and outside Manx waters.

The Order stopping herring fishing in an area inside UK limits between the Tees and Flamborough Head was laid before Parliament on Thursday last week and came into force on the Friday, August 24. The ban extends until September 30.

A new fishing nets Order

Star name to change 'boat luck'

A SCARBOROUGH fisherman is changing the name of his boat — in a bid to change her luck.

The 45ft. F. and S. Collins (SN151) has recently spelled misfortune for her owner, Ronnie Cappelmann, who has just obtained his skipper's certificate.

The engine blew up in April and, two months later, her former owner Frank Collins died.

Now the boat is to be renamed Pleinides C and will be painted aquamarine instead of black. She was built at Gardenvale in 1956.

Grants

From page one talks. Their 15 applications would at least be given a fair hearing, they thought.

At one time a FEQA grant was looked on almost as a bonus as there is no guarantee that grants are given to individual boats. Now, with fishing vessel building costs escalating and quotas on species being fished, the grant can mean the difference between a skipper or small firm staying solvent or bankruptcy.

The case of a new power owned by a north-east skipper illustrates the problems: when ordered the cost £370,000 and there were few hard and fast restrictions on her quarry. Now she is in service, bearing quotas are very restricting and the boat's final price is £540,000. Her costings have been turned upside-down.

Yard bankruptcies have also added to skipper problems. A number of boats originally contracted at £150,000 are now over £200,000.

The deputation, therefore, may just be meeting a group of feeble, EEC bureaucrats. But, as one man on the deputation said: "They showed our faces — and we liked them."

SOUTH COAST MEN WANT 'BIG' PORT

THE setting up of a well-equipped base for south coast fishing boats is a major aim of a new Fishermen's Council now acting as a voice for fishermen in the Southern Sea Fisheries District Committee area.

The council aims to advise and assist full-time fishermen and promote the interests and development of the fishing industry of the district.

The council is made up of one full-time fishermen from each of the 11 Fisheries Organization Society-affiliated fishermen's associations in Dorset, Hampshire and the Isle of Wight.

get off the ground

The FOS now recognises the group of association representatives and has already begun to refer matters to the council.

The southern district is an area where an increasing number of pleasure and other activities make heavy demands of the limited port facilities and sea areas which fishermen use.

Fishermen in the area work out of a large number of small ports and landing places and no centre of importance to the

Skipper Mairmen's Association, is the vice-chairman. The local Sea Fisheries Committee is providing administrative support, including the services of the chief fishery officer, Major A. J. Perker — the council's investigator — as secretary and treasurer.

The council has considered a wide-ranging agenda during only three meetings. It has discussed the impact of the oil industry in southern waters and the introduction of a minimum size limit for skate.

Skipper Stevens and the council members know what the industry needs and they intend to make sure that these needs are met.

End priority berthing call

SOME skippers at Aberdeen say it is time the port's priority berthing scheme is scrapped and a stream-lined system introduced.

Aberdeen Trawler Officers' Guild has already held a meeting, with Aberdeen Fishing Vessel Owners' Association.

Skipper Mair said that a complaint had been made about the incident.

Joe McLean, secretary of Aberdeen Trawler Officers' Guild, said the skippers have a "genuine grievance". "They are coming in with plenty of time to land, but some skippers are not getting labour in time for the sales."

The priority berthing scheme was introduced some years ago before the main seamer fleet boycotted Aberdeen due to labour charges. They now land at Peterhead, Scotland's main white fish port.

Skipper Bill Mair, of the Aberdeen trawler Burnbank, said he tied up at Aberdeen at 11am on Saturday, but his vessel had not been discharged in time for the first sales for Monday's market.

Only one other boat had been tied up when he took up

his berth, and the trawler which landed at 3pm vessel was touched.

"I have lost hundreds over this. It is my contention that the priority berthing scheme at the market should be stopped by the harbour board."

Skipper Mair said that a complaint had been made about the incident.

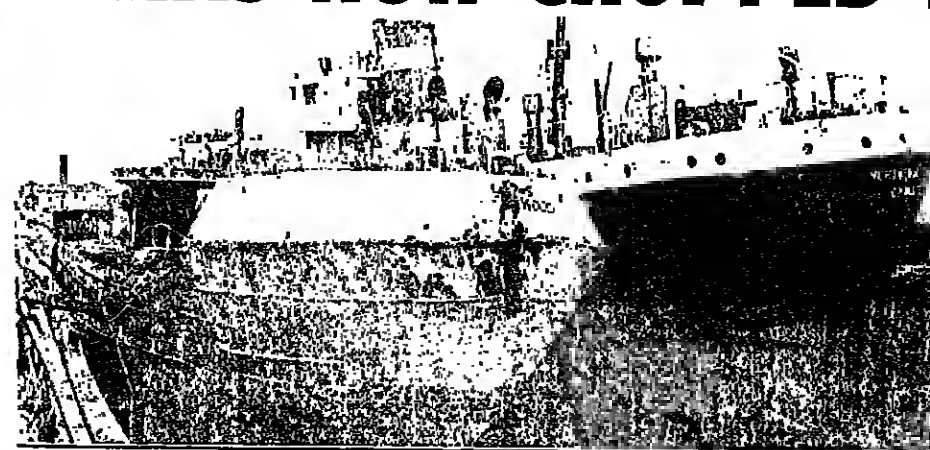
Residents hit at meal plant

SOME LOCAL residents are concerned there will be a smell from a proposed £1.33m. fish processing factory to be built at Nowlyn, Cornwall.

Two local petitions have been submitted to Penwith District Council, which has a special sub-committee investigating the claims.

The petitions are concerned at the possible smell and the effect on the re-sale value of mussels on the estate near the Stable Hobbs factory site. It is also claimed that Looe Road is inadequate for the increase in traffic.

DINAS NOW CHOPPED IN HALF



THE steen trawlers Dinas (left) and Northern Eagle at the Albert Draper & Son breakers yard at Victoria Dock, Hull. The Grimsby steamer Northern Eagle came from Germany in 1956 and the Fleetwood-based Dinas was built in the same year at Selby. The yard has just completed repairing the two German-built trawlers Northern Sky and Lord Beatty. Another trawler no longer fishing is St. Kitts, which is to be scrapped.

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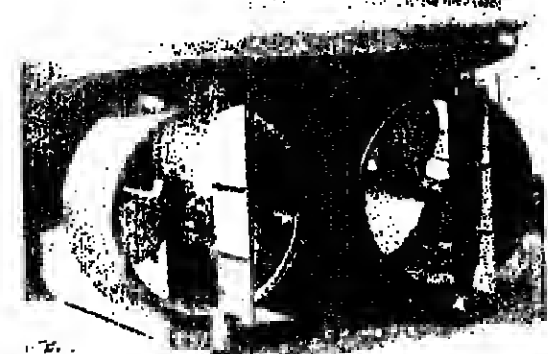
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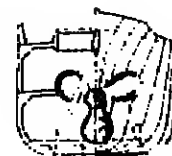
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CONSULT THE EXPERTS

Deckies register

FRASERBURGH and North-East Deckhands Association is hoping to put itself on a sound financial basis by asking members for a 50p weekly contribution.

Bill Wilson, a spokesman for the now officially registered group, told Fishing News they are very pleased with the response from business interests in making donations to the association's funds.

"Right now," he said, "we need moral, vocal and financial support."

The deckhands have already extended their committee to include two local business associates, whose expertise in official and financial matters will contribute to the organisation's smooth running.

"We are now in the process of setting up a register for

deckies which will prove beneficial to both deckhands and skippers — the 'dole' isn't much help in that respect," he said.

Talking of the aims of the newly-formed group, he again stressed their intention is not to cause disruption in the industry — "we feel that there is enough of that already," he said. They just want to "secure a future for us as well as the skippers."

To ensure that every deckie has the chance of getting together, a general meeting has been planned for October 30, when east coast boats fishing off the west coast should be back home.

Albert McQuarrie, prospective Conservative Parliamentary candidate for the East Aberdeenshire constituency, met Bill Wilson last weekend to discuss problems.

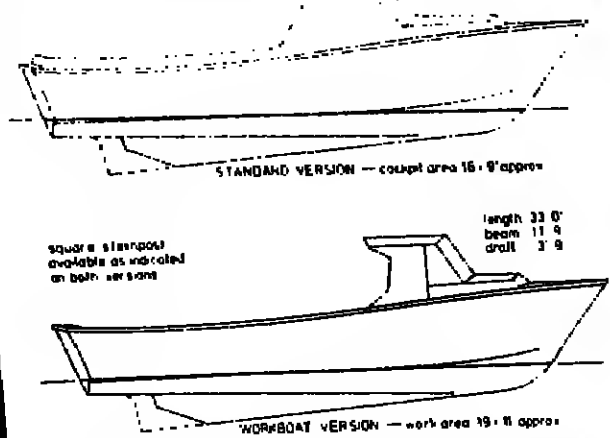
The Fraserburgh deckhands committee at work. Standing (left to right) are: Jim McHattie, Peter McIntosh (chairman), Charles Cerdno, James Duthie and Peter Buchan (treasurer). Seated is spokesman Bill Wilson (left) and the secretary, John Bennarmen.



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Import flood goes on

DESPITE the precarious position of the pound sterling pushing up the price of all imports, processed fish fillets and blocks are still streaming into the country from both EEC and non-EEC sources.

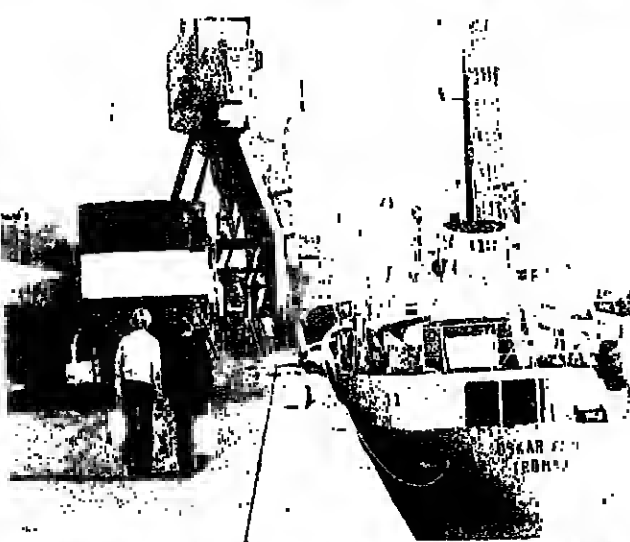
At Grimsby landings through the port's commercial docks are averaging about one factory trawler, or cargo vessel, per week. They usually have upwards of 300 tonnes (equal to nearly 10,000 kits of unprocessed fish), with the bulk of supplies coming from Norway and the Faroes.

So far only two consignments have arrived from Iceland since the recent fisheries agreement was signed. Most of the imports are put straight into cold storage by a few of the larger merchants and frozen food manufacturers.

A spokesman for an importing agency told *Fishing News* the rising price of locally-caught fish had made imports "very competitive".

However, a fish buyer for a major company of frozen food manufacturers denied their interests in the present run of "back-door" imports.

"We have made purchases from abroad in the past, but at the moment the fish is very expensive and we much prefer to support the local industry by buying on the



The Norwegian cargo vessel *Oskar Floe* discharging fish at Grimsby last week.

Grimsby market to meet our requirements. It is a position which is under constant review due to the Grimsby landings.

Packs

Last week about 650 tonnes of fish, mainly cod and haddock fillets in catering packs, were discharged from the Faroe factory trawler *Vesturton* and the Norwegian cargo vessel *Oskar Floe*.

At Fraserburgh, Scotland,

the 240ft. Norwegian freezer *Coribia* landed 513 tonnes of frozen fish from Newfoundland.

Most of the consignment went to D. A. Macrae, which took 451 tonnes of frozen herring fillets and 431 cases of prawns.

British Fish Canneries in Fraserburgh had 209 cases of herring fillet, while the rest of the landing — salmon — went to MacFisheries of Grimsby, Anglo-Scots Smoked Salmon Co., London and Nickerson Seafoods UK in Glasgow.

Captain of the Aalesund-registered *Coribia*, K. Nordstrand, told *Fishing News* that the carrier usually plies between the north coast of Norway and Canada.

The vessel, owned by I. J. Hagene and chartered by Norsk Frysetransport, delivers cod fillets, etc., to Canada, and returns to Europe with salmon and herring which are in short supply due to fishing regulations.

After leaving Fraserburgh, the freezer ship called at Germany before heading for home.

MILFORD PRICES TAKE A DROP

DESPITE good catches there were disappointing end and haddock prices at Milford Haven last week. Trawlers returning from the northerly grounds had low grossings.

Top ship of the week was *Pirion Sea Eagle* (Skipper Robert Foster) which landed 134 kits, including around 80 of cod and 30 of haddock, selling for £1,509.

In the same day the pecker trawler *Westdale* (Skipper Frank Reynolds) made an excellent £3,900 from only 93 kits.

There were very different fortunes for Rosevear and *Pieton* Scotton. Rosevear (Skipper Alex Simpson) landed 210 kits which sold for only £4,112, while *Pieton* Scotton (Skipper Terry Sallert) had 156 kits for a grossing of £3,513.

Between them the vessels landed a total of 60 haddock, 160 of cod, 25 of whiting, 8 of raker, three of turbot and 10 of plaice and two of soles.

Hope for shellfish workers

THERE is a new hope for the 20 fish workers threatened with redundancy at the Mid Yell, Shetland, factory of Young's Seafoods Ltd.

Shetland man, Gilbert Johnson, who already has three factories in the islands, intends to take over the factory as a going concern.

Young's is closing the factory because it wishes to concentrate Shetland investment on its two Larwick factories. "Well already has about the worst unemployment in Shetland — the factory's closure would double it."

Mr. Johnson said: "It came as a great shock when I heard the news and I still don't really know what happened."

Seiner sinks after a mystery explosion

THE Department of Trade is expected to start an inquiry into the explosion which sank a North Shields fishing boat last weekend.

The three-man crew of the seine netter *France Breeze* escaped in a lifeboat after a blast in the engine room six miles off the Tyne.

The explosion apparently blew out the bottom of the vessel which sank within minutes.

The three men were rescued by another boat, *Bella*, which was fishing nearby.

Bella's skipper, Robert Blacklock, said: "One of my men saw the boat keel over."

"I immediately radioed the coastguard and we headed for the raft. They had been sending up flares; we got them aboard, and took them into North Shields."

Tynemouth lifeboat was launched, but the three men were already on board *Bella* when she reached the scene.

The owner of *France Breeze*, Bob Alton of North Shields, said he was not on board and had handed the boat over to a new skipper who was trying her out at the weekend.

Mr. Alton said: "It came as a great shock when I heard the news and I still don't really know what happened."

SALMON 'BONANZA'

WHILE Tweed salmon catches continue to be light, unofficial merchants are enjoying a bonanza — thanks to poachers. They are buying poached salmon for 50 pence per pound, then undercutting the bona-fide merchants' prices of just over £2 per pound.

Only 172 kits were landed from five vessels. The visiting inshore boats from Lowestoft and Yorkshire went through their worst week of the summer, with only the Scarborough vessel *Mogdolene Ann* (Skipper Brian Cox) landing a mere 18 kits.

Code fails in south, too

SIR, I cannot allow Mr. W. P. Laidler (*Fishing News*, August 13) to believe that the north is the only place that the "Code of the diver" does not mean anything. The place where it does mean something has yet to be found.

I have talked of this problem with divers of all groups, professional, holiday-makers, services, clubs and those that say: "Oh, we would not touch shellfish, we belong to the SSAC" (which seems to mean be shy and crafty).

They nearly all say that their clubs will not stand for interference with shellfish but, ask them to support a complete ban on diving for shellfish and then watch the goodwill drain from their faces!

We have also heard of this "Code of Conduct" from all of them, including the Jolly yachtsmen and foreigners that are now protesting it. To most of them it seems to mean don't get caught.

The Ministry of Agriculture, Fisheries and Food seems to think like a pregnant girl —



Peggy III — only big oetoh in a lean week for dogfish.

FEW BITES FOR THE DOGGERS...

FOLLOWING the dogs — or more precisely the dogfish — was a pretty forlorn task at Grimsby last week as the port's small fleet of inshore liners found to their cost.

Only 172 kits were landed from five vessels. The visiting inshore boats from Lowestoft and Yorkshire went through their worst week of the summer, with only the Scarborough vessel *Mogdolene Ann* (Skipper Brian Cox) landing a mere 18 kits.

This year has seen a big increase in the numbers of visitors basing themselves on the Humber for the better prices this fish makes at Grimsby.

Agent Sam Chapman & Sons Ltd. has had one of its best-ever seasons — until last week — with fairly heavy landings from an armada of visitors, including many new names at Grimsby.

A spokesman for the company told *Fishing News* the fishing had suddenly fallen away and he expected many of their regulars were taking the chance of a few days at home. Then, they would set off again to catch the early markets this week.

For vessels which did come up with fish, prices remained very firm around £22 per kit.

Waste

One crewman from a local vessel said they chased fish all over the inshore grounds off Yorkshire. "They were there alright for a day or so and then they just took off. It was a waste of fuel looking for them."

Skipper Ted West in *Peggy III* cornered nearly half the landings with 75 kits on the Monday market last week through the George B. Bee Ltd. agency.

Making up the balance were: *Shepherd Lad* (15 kits), *Shepherd Lass* (22 kits), both through the Richardson agency; and *Gealachd Milla* (42 kits) agent by Tom Sleight (F.S.) Ltd.

TRAWL FITTINGS DEAL

THE HALIFAX fishing gear firm of Morep Ltd. has been appointed exclusive Scottish distributor of Trawlax chain and fittings made by Parsons Chain.

Parsons produces the Trawlax range of high-strength alloy steel chain and matching fittings for trawls. Many skippers find the parts are one way of cutting costs, claims Parsons.

Morep already supplies ropes, twines, combination wire ropes and netting to fish salesmen, chandlers and trawler owners in Scotland from its warehouse in Aberdeen.

Now, Trawlax chain and components will be available at a large number of ports in Scotland.

Sales and distribution of Parsons products in Scotland will be under the control of Morep director, Mr. J. P. B. Golding.

Parsons' film *Trawlax* will be shown at Scottish ports during the next few months and interested fishermen or fish salesmen should contact Mr. J. P. B. Golding for details.

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Hull man to teach in Mexico

SKIPPER John Eddom, a fisheries lecturer at Hull Nautical College, is flying to Costa Rica, Mexico, to act as an advisor for the Overseas Development Administration.

He will teach net construction and design on this ten-week assignment.

Just before he left Hull for Costa Rica, Skipper Eddom told *Fishing News* he would be working for about half of his time abroad in Limon and, for the other half, in another port called Puntarenas.

As soon as he arrived he will select some potential instructors and then begin advisory work. "I do not expect any language problems to arise. I have a reasonable understanding of Spanish and an interpreter will be there to help if necessary," he said.

Some time ago, when seconded to the WFA, he was engaged on consultancy work in Brazil during so accurate survey of the fish resources around the north east coast of the country. Recently he and Frank Wood, a Hull lecturer in marine electronics, were in Southern Ireland to advise

the Irish Sea Fisheries Board on net sounding techniques for mid-water mackerel and herring fishing and electronic gear technology.

Skipper Eddom has also undertaken advisory work for Parsons Chain Co. of Southampton — on — Severn. He will follow up some inquiries in Guatemala during his current travels.

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LETTERS

Ignore the problem and it will go away.

In both cases the problem only grows. Unless they soon start looking into the problems in the fishing industry, they are in for many multiple births!

Mr. M. Lethbridge, St. Mary's, Isle of Solli.

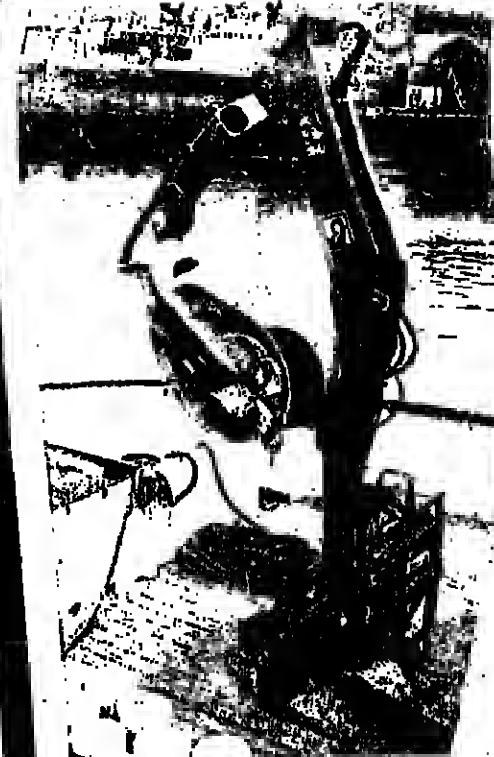
Harbour opens

A NEW harbour was opened at John O'Groats last Saturday. Costing £164,000, the facilities are the result of a campaign by local fishermen, who even contributed to the cost and persuaded the EEC to add its support to that of the local authority.

The Ministry of Agriculture, Fisheries and Food seems to think like a pregnant girl —

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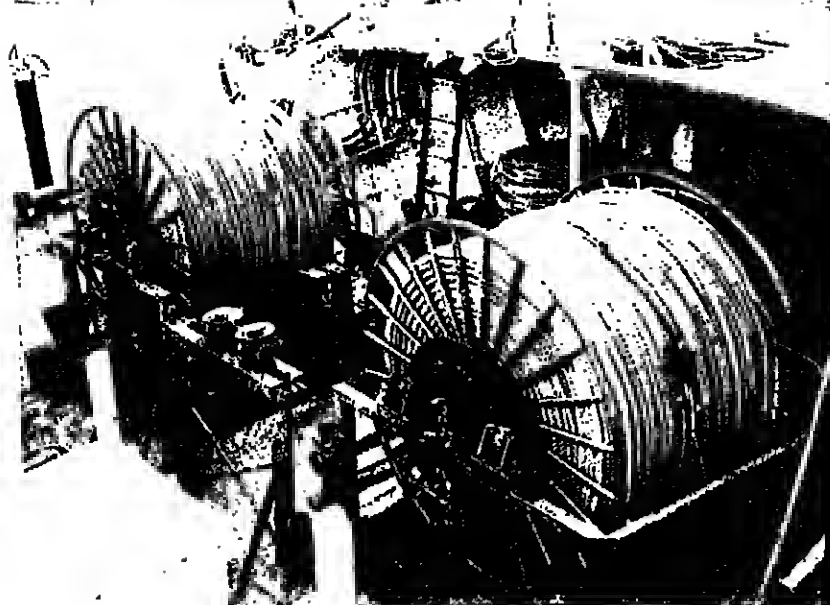
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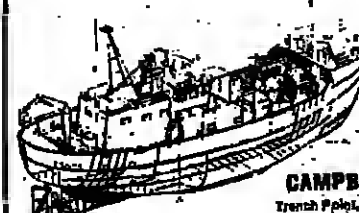
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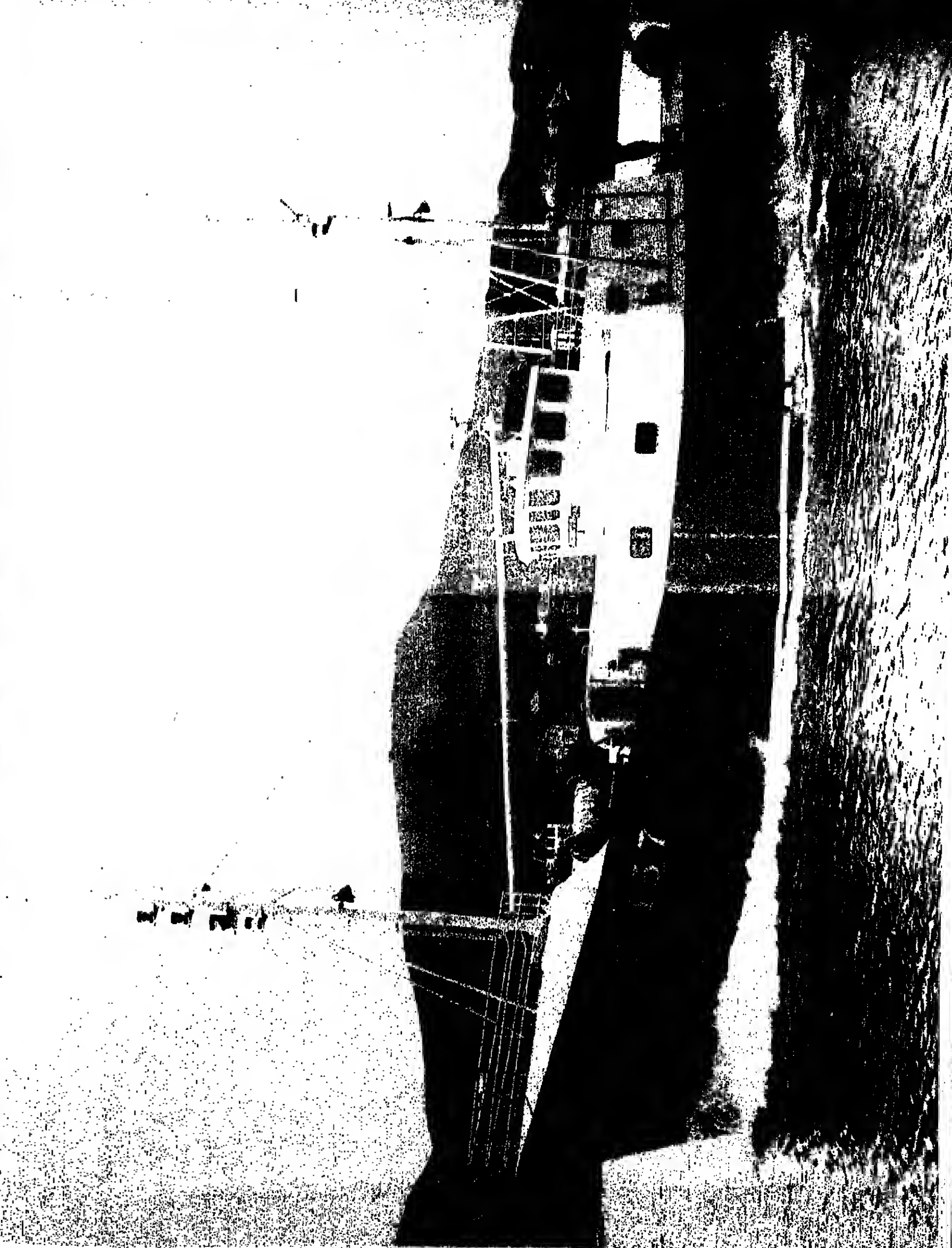
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FISHING NEWS

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Beam: 22 ft. Engine: Caterpillar 565 hp. Home port: Aberdeen**



OFF TO A RECORD START



Skipper Davie Smith (right) with his brother, Robert, who is a partner in the new Argonaut. Skipper Smith was a little sea-sick to part with Argonaut III, the wooden-hulled 78-footer he fished so successfully. This craft has been sold to owners at Fraserburgh.

A NEW SCOTTISH seine net earnings record of £12,351 on her first full trip — followed up by another landing of over £12,000 — is how Argonaut IV has started her fishing career under Anstruther skipper, Davie Smith.

The 80 ft. steel trawler from the Campbeltown Shipyard smashed the seine record held by another Campbeltown-built boat — Ajax skippered by Willie Campbell — after an eight-day North Sea trip of 720 boxes.

On Wednesday of last week she was back in port with an even bigger haul. Her 720 boxes sold for around £12,200.

Skipper Smith took delivery of Argonaut IV last month and he is basing her at Aberdeen. His brother, Robert, is a partner in the craft.

Speaking to *Fishing News* reporter, Gloria Wilson, Skipper Smith said he has specialised in seine netting and will stick to this method of fishing for as long as there is a living to be made from it.

He added that he is delighted with the way the new boat handles and that he feels very confident in her seaworthiness.

Much of the equipment aboard Argonaut IV, including main engine, gear handling machinery and electronic fish finding aids, are of the same make as those aboard his previous vessel, the wooden-hulled Argonaut III.

Skipper Smith explained he is happy to keep to well tried gear which he is familiar with.

Designated yard number 032, Argonaut IV is one of the very successful series of cruiser-sterne seiner-trawlers to be built at the Campbeltown Shipyard.

Her hull lines are similar to other vessels in the yard's '80' series, but are fitted out slightly airt to provide more roomy accommodation below deck.

Her gear handling aids include a two-drum system of seine rope storage reels from Fishing Hydraulics (Scotland) Ltd. Skipper Smith pioneered the use of rope reels in the Scottish fleet when he set made by Fish and Ship Gear in Norway, and supplied by Fishing Hydraulics, were fitted to Argonaut III some three years ago.

The boat had also been first in Scotland to fit a gutting shelter and this feature is incorporated into the new Argonaut IV.

One of the more unusual features of Argonaut IV is her

Hiab 550 Speedloader articulated crane on which her power block is mounted.

Developed initially for mounting on trucks for handling goods in a wide range of situations, these cranes are very strong and manoeuvrable. They are ideal for working a power block.

Fishing Hydraulics is distributor for the Hiab crane and the unit fitted to Argonaut IV is the first of a number destined for Scottish vessels.

The crane on Argonaut IV has a reach of almost 11 ft. and a lifting capacity of 3,770 lb. Cylinders in the crane have stainless steel rods and the block can be elevated round as far as would be required.

Argonaut IV is also first to be fitted with new Elac echo sounding equipment (details are to be available from Woodsons of Aberdeen at the International Fisheries Exhibition, Catch '76, in Aberdeen next month).

With an overall length of 79 ft. 11 in. and length between perpendiculars of 70 ft. 4 in., Argonaut IV has a moulded beam of 22 ft. moulded depth amidships of 11 ft. design draught of 8 ft. and extreme draught of 10 ft.

She has been built throughout of British mild steel which was shot-blasted and primed, then coated on both sides with Metalife corrosion control composition.

Her hull is of round bilge form, with cruiser stern and raked soft nose stem. A wheelback is fitted.

Of modern Scottish seiner layout, with the deckhouse aft, the boat is sub-divided from forward into net store, fishroom, engine room and accommodation.

Fuel oil wing tanks in the engine room hold about 2,800 gallons and there is a 500-gallon daily service tank. Some 400 gallons of fresh water are carried in a tank under the net store, while other tanks hold 140 gallons of lube oil and 50 of hydraulic oil.

The main engine, supplied by Caledonian Engines Ltd., is a Caterpillar D379 TA of 565 hp at 1,225 rpm, which drives a Brunton fixed-pitch propeller through a 3.95:1 ratio reduction and reverse gearbox.

A 20kW, 110V, Hugh J. Scott generator and 125 amp, 24 V. Transmotor generator are also driven from the main engine.

The Gardner 6LXB auxiliary engine runs at constant speed and is set on resilient mounts. It provides power for a 20kW, 110V, Hugh J. Scott generator; 125 amp, 24 V. battery charging generator; a Desmi SA80 bilge and general service pump and, also, the hydraulic power pack for the deck machinery.

Other equipment in the engine room includes a Weston and Dundee main switchboard.

On deck, a Mastra Mk. II seine winch from the Northern Tool and Gear Co. of Arbroath is fitted well forward. This winch was the first of the new Mk. II models in service and had, in fact, been in use for a short while aboard Argonaut III. Skipper Smith was so pleased with its performance he had the unit transferred to the new boat.

Of stouter construction than the earlier Mastra seine winches, the Mk. II is fitted with worm and worm wheel

drive and has a pull of four tons. It is driven by a Downmatic high-speed, low-torque, hydraulic motor which is fed by a Dowty variable delivery pump driven off the Gardner auxiliary engine.

The motor is fitted on the outside of the winch for easy maintenance and the winch is designed so that one of a number of hydraulic motors could be fitted if required. A standby Boreas rope coiler is fitted at the fore side of the winch. The rope strage reels, which have a capacity for 7 coils of 3 in. rope each, have flanges of an open-spoked design and local controls.

A special feature of reels from Fishing Hydraulics is that damaged rope can be guided through a slot in one of the flanges and on to an auxiliary drum for repair, without the need to interrupt the haul.

The power block is a Rapp model 24RA 2300 from Fishing Hydraulics and both reels and block are powered



from a Vickers double-pump unit driven from the auxiliary engine. Other equipment on deck includes two fish washers from Simpson of Thurso.

Chalmitt floodlights are fitted and masts, main shelter and landing derrick are of aluminium.

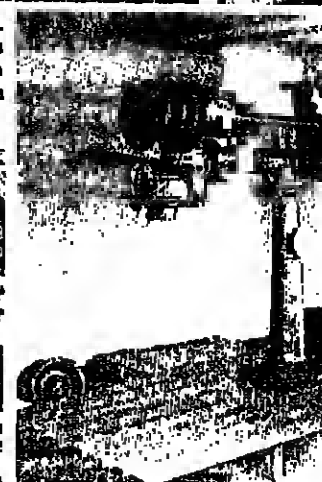
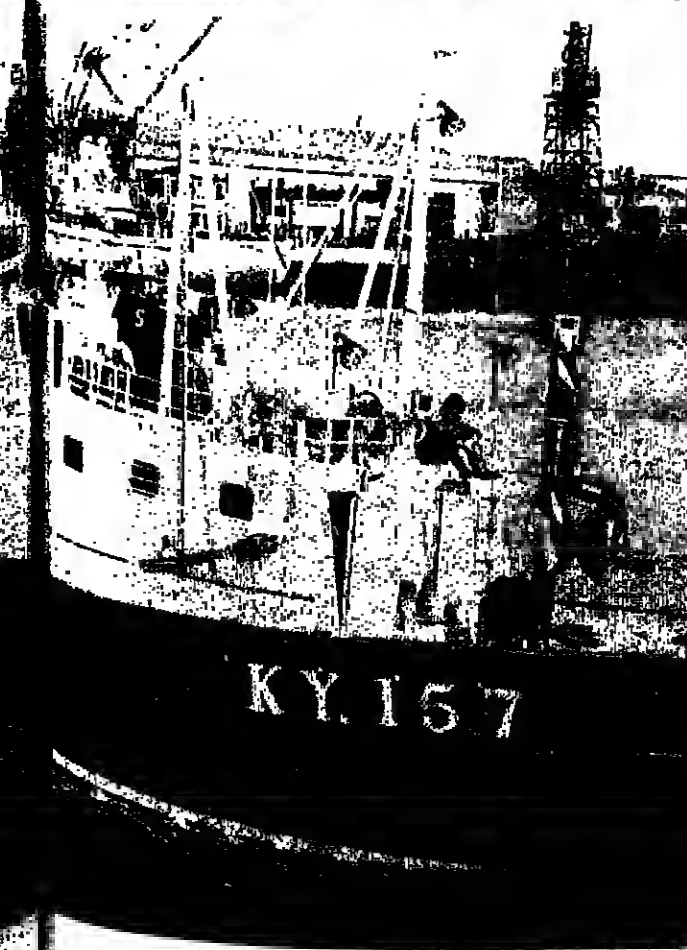
The 4,800 cu. ft. fishroom is arranged for boxing and is insulated on sides, deckhead and bulkheads with Foamfoam faced with 14-gauge aluminium on wooden grounds; the floor is laid with 2 in. wood.

Stanchions are of aluminium and division boards of 8 in. x 1 in. redwood. There is a single hatch.

The deckhouse is fabricated from steel, with aluminium being used for part of the wheelhouse to conform with DoT requirements about the area way of the overhead compass.

Layout of the deckhouse has been designed by the

Argonaut IV's record-breaking 720-box catch which earned £12,351, was landed on August 3 after an eight-day trip and beat the previous seine net record of £11,719. Argonaut IV's catch stretches from ground along the market to the third upright support (just beyond the white overalls).



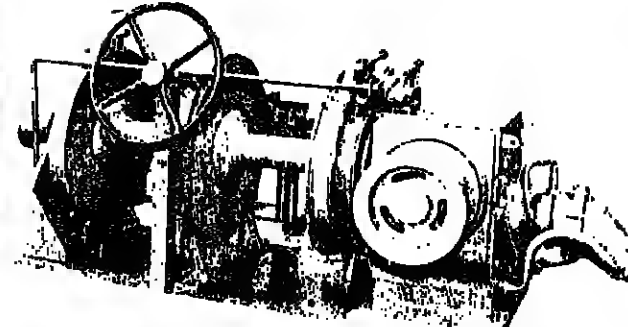
Above: The Mastra Mk. II seine net winch was taken from Argonaut III. The Boreas rope coiler is a standby only.

Far left: a Rapp power block is mounted on the new Hiab articulated crane. Left: Skipper Smith helped pioneer rope storage reels and has had a set by Fishing Hydraulics fitted.

Below: Argonaut IV at her home port of Aberdeen. The black-hulled boat has a gutting shelter and is registered at Kirkcaldy.

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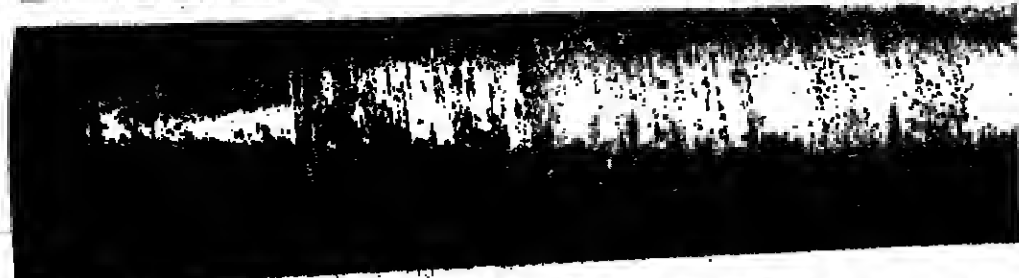
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SPIRAL WELDING SAVES PROP SHAFTS

A SPIRAL method of developed a technique which...
 Dave Wakeham was faced with a bill for over £1,000 when his 52ft. side trawler St. Margaret was taken out of the water for a routine check-up.
 The wooden boat's propeller and propshaft were badly worn and replacements in lathie.
 As it revolves, a continuous strand of wire — of a metal compatible to the shaft — is wound around the worn or damaged areas. At the same time each coil is fused to the shaft and to adjoining coils.
 The low-temperature arc/argon welding method is self-normalising and of blade prop (which would shallow heat penetration, have had to be specially-which means that the inner made) was priced at around £500.
 Added to this expense, the machined to produce a finish boat would have been out of undetectable from the service while the parts were being made.
 Spiral-welding is claimed to make an utterly reliable repair, superior to traditional lateral deep-heat welding which can weaken the core and cause distortion. It water corrosion, Fleetworks avoids metal-spraying process to allow salt water to undermine the repair. It is also quicker and cheaper.
 Lloyd's of London has approved the Fleetworks process for prop shafts up to a certain size and the Royal Navy is interested.
 Fleetworks has also



The prop shaft of the trawler St. Margaret (bottom) before and after the repair. Above: the extent of pitting caused by salt water corrosion is seen after chamfer cleaning. Below: the shaft ready for refitting after spiral welding.

Long-range radar

A JAPANESE radar specifically designed for fishing boats has reached the British market.
 It has a normal range of 18 miles, but the range can be extended up to 78 miles by means of a trace delay which cuts out the first 30 miles of the PPI picture.
 The radar is made by ORI which is appointing British distributors.
 Apart from the extended range — useful when making a landfall — another new feature is a zoom range control which allows the selection of any convenient range between 1 and one mile in use in confined waters.
 The radar comes in three units. The scanner is 4 ft. high and of the eldotted waveguide type. The transceiver is housed in the same unit, which is enclosed in a die-cast aluminium case.
 The plotter is lit from below by a fluorescent light and a built-in pinger timer gives warning of plotting intervals. It comes complete with ohmograph pen and plotting rule. A simpler model is being developed for smaller vessels as the model shown in the larger ships.



RADAR PLOTTER

INTERNATIONAL regulations for prevention of collision at sea requires officers on watch in fog or poor visibility to carry out a radar plot.
 This enables them to establish what other ships in the vicinity are doing and to take the necessary avoiding action. However, unless the vessel is fitted with an expensive radar, plotting can be a laborious process.
 A radar plotter (below) developed by Rookford Marine Enterprises simplifies the process, which means that plotting is likely to be done more efficiently.
 The plotter has the best compass rose with distances rings. Above this is a moveable clear plastic sheet on which the plotting is done. The movement of your own ship is allowed for on the plastic sheet and the true motion of other vessels becomes immediately apparent. Relative motion can be shown by duplicating the plotting on the top glass of the device.
 The plotter is lit from below by a fluorescent light and a built-in pinger timer gives warning of plotting intervals. It comes complete with ohmograph pen and plotting rule. A simpler model is being developed for smaller vessels as the model shown in the larger ships.



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STEAMERS' BELLS RING ON

SHIP'S bells from two Grimsby steam trawlers recently sold for scrap by former owners BUT will not end their days in the melting pot too.
 Instead the brass bells from Coldstreamer and Royal Linca have gone to the Coldstream Guard Regimental Headquarters in London and the Royal Lincolnshire Regimental Association as permanent souvenirs of the vessels which carried their names at the Humber port for over 20 years.
 Both trawlers are being broken up at Grimsby and already, after less than a month's work, Coldstreamer has been reduced to little more than a hunk of jagged steel.
 Royal Linca is still intact, but the breakers will move on to her once Coldstreamer is finished.



Coldstreamer at the breakers. In the background Royal Linca waits her turn.

Let's patrol by helicopter — fishery officer

A helicopter has been suggested by the chief fishery officer for South Wales as being the most efficient way to patrol his district.
 Following a recent flight over the Bristol Channel, the chief fisheries officer, Mr. T. A. Gibson, was shown how a helicopter can hover over a vessel suspected of illegal trawling or discharging oil.
 In his latest quarterly report for the area ending in June, he suggests that the costs of flights and the possibility of sharing a helicopter with the Welsh National Water Development Authority, which uses a helicopter to take water samples, be investigated.
 Moving to lobsters, he writes: whilst full-time lobster fishermen accept the new 80mm carapace measurement as a form of conservation, licensing must be the only way to control stocks.
 It is felt that part-time fishermen are getting a real problem. Full-time fishermen cannot put their lines of pots in their traditional positions because they have been taken over by part-timers.
 During the quarter, beach stake nets throughout the district were measured due to the concern at the amount of netting taking place. Netting starts at Cardiff and can be seen at most beaches in the area. These nets measure anything from 50-500 yards.
 At a time when our local trawler fleets are reducing annually, writes the chief fisheries officer, it seems quite wrong that anyone can set up a net to catch and sell fish without restrictions other than mesh and fish sizes.

Iceland fish comes all in one week

FLEETWOOD had four landings last week by vessels fishing off Iceland — a contrast to the previous week when no trawlers working the area landed.
 Top catch of the week was brought back by the stern trawler Fyldeo (Skipper Tony Barkworth) who took over from Skipper Victor Buschini who was on holiday.
 The vessel landed 1,916 lbs, including 1,200 of cod, 50 of haddock, 300 of coley and 250 of reds, which sold for £43,074.
 Gwyna (Skipper Charlie Scott) followed with more than 1,500 lbs — mostly cod — which sold for £36,000.
 A third stern trawler, Boston Beverley (Skipper Hugh McMillan), had more than 1,200 of cod in her total of 1,458 lbs which sold for £32,822.
 Iceland landings were completed by the side trawler Ella Fawcett (Skipper Wally Harrison) which landed 1,017 lbs, including 650 of cod and 140 of haddock, for a grossing of £23,202.
 It was again Rockall which provided the bulk of middle-water supplies. But prices for small haddocks — which formed the main part of catches from the area — were down on the previous week.
 The top catch from the area was landed by the stern trawler Novena (Skipper Tom Watson) which landed 918 lbs, including 850 of haddock and 25 of equid, which sold for £12,720.
 In the near water section the top performance was that of Boston Sea Hawk (Skipper John Breckenhurst) which worked the hake grounds, but towards the end of her trip hit a rich seam of dogs which pushed her catch up to 418 lbs, including 50 of hake, 30 of haddock, 40 of coley, 10 of roker and 200 of dogs, which sold for £7,373.
 There were some good catches among the inshore vessels. They found good quantities of large plaice which sold for up to more than £40 a kit, but small plaice prices were again disappointing.
 Soles were in short supply which resulted in prices going up to around £190 a kit for the variety.

'Help us to protect you'

THERE is a need for maximum co-operation from the inshore industry if it is to survive in a British 200-mile zone, states Major A. J. Parker, chief fisheries officer of the Southern Sea Fisheries District, in his latest quarterly report.
 As a result of the Oslo agreement, the distant water fleet must look for other species on other grounds and this will affect the inshore industry.
 The district committees have the power to provide protection, both for the inshore fleet and for the very valuable stocks of fish in inshore waters, but will require co-operation to be able to exercise this power effectively.
 The committee's report, for the three months up to the end of June, says: Lyme Regis fishermen have seen a modest improvement. Although trawl catches have not been good, several boats have been long-lining for skate and dogfish with fair results. Crabs became plentiful, but rather smaller than usual, from the beginning of April until early June when spider crabs took over the rocks. However, deep water crabs have been above average.
 West Bay fishermen have found plenty of mackerel on their lines. Pottery, however, have not fared well. Crabs have been small and catches light and lobster appear to have been virtually fished out.
 There has been an increase in the number of full-time boats working from Weymouth. The five trawlers and six pot-boats based there have been landing poles, skate and crabs in greater quantities than for several years.
 In Swanage weak landings of crabs and lobsters are attributed to the mild winter, which brought the fish out early, and the lack of south west winds to work the bottom and keep feed and fish on the move.
 Apart from some good soles and plaice taken at Studland in April, netmen have had no success, due mainly to the heavy population of spider crabs; only the bigger boats potting offshore have been able to turn these species to any use by developing a fair trade in the legs of the bigger crabs.
 At the close of the oyster season, Lymington and Keyhaven boats stood by for the expected outflow of harvest, but this failed to materialise. Pottery made reasonable landings of both crabs and lobsters.
 The exceptionally fine weather during the quarter has brought on the Japanese seaweed at the east end of the Isle of Wight, but fishermen have learnt to live with it. West Wight fishermen have also been badly inhibited by the growth of weed in the Solent.
 Summing up the report, Major Parker emphasised the need for flexibility of approach by fishermen backed by availability of capital to invest in vessels and gear.

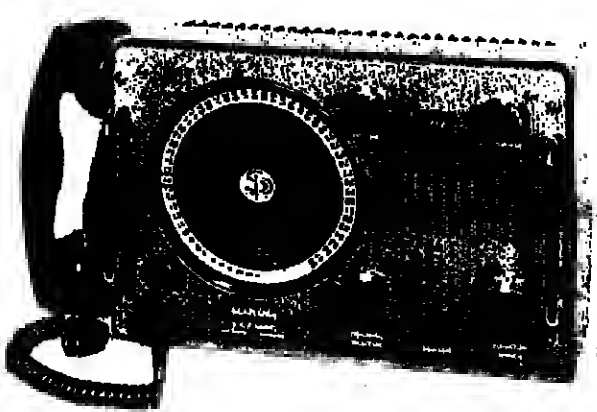
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Free loan

A TWO-year £5,000 interest-free loan has been offered to Stronsay Fish Products by the Orkney Islands Council.
 The firm, which employs up to 12 people, has run into financial difficulties due to the recession of the fishing industry.
 Welcoming the loan, a spokesman for the company said the firm was at one time being supplied by three boats, but this had now fallen to one.

